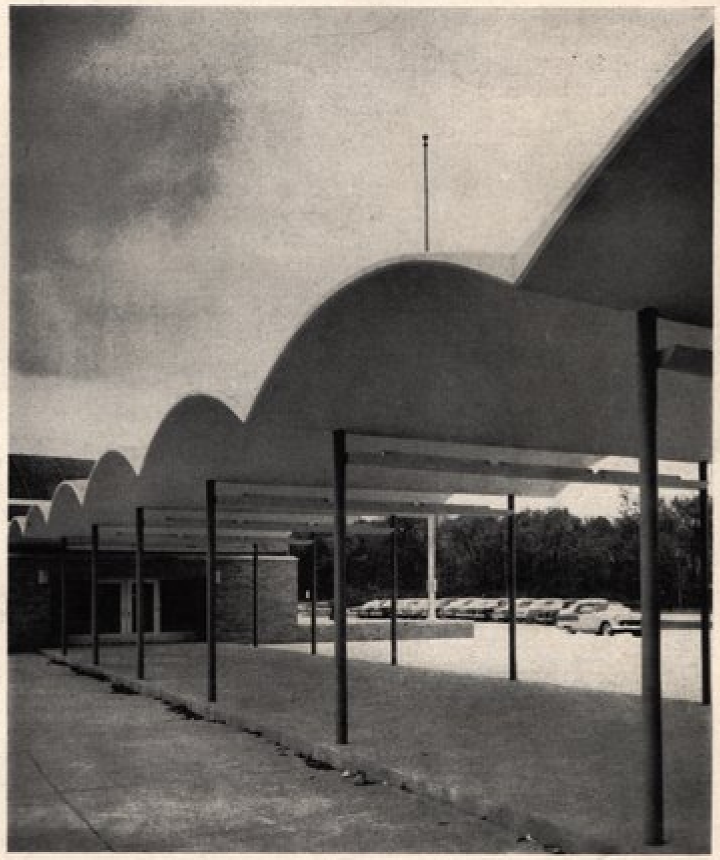
February 1957

Thin Shells...

Imaginative designers in the field of structural engineering have shown again that concrete is a wonderfully versatile material. Its use in thin shells offers apparently limitless opportunity for new architectural forms and new structural efficiency . . .



THE AMERICAN INSTITUTE OF ARCHITECTS
CENTENNIAL CELEBRATION
1857·1957

Let's Produce The Genius

Last November T. Trip Russell held a 42nd FAA Convention audience spellbound by his moving introduction of Henry S. Churchill, FAIA. His words were not recorded; but so many requests for them have been voiced, that their author has consented to allow their publication here.

By T. TRIP RUSSELL, AIA

The profession of Architecture is as old as history. Among the works of man all things perish in time, but it is Architecture that remains longest and tells us the most of the civilizations that have passed. Painting is destroyed, poetry is lost, philosophy is no longer remembered. But even in the desert the vestiges of building are not wholly eradicated.

When the great library at Alexandria went up in flames, most of the accumulated knowledge of the then-known world went with it. Generations to come sought in the ruins of the buildings a key to the civilizations already centuries gone. The haughty pride of Egypt, the cold logic of Greece, the somewhat tawdry commercial splendor of Rome, the mystic fervor of medieval Europe are all mirrored in the buildings that survive.

So it must someday be with us.

The students of the history of Architecture know that inspiration has not burned with a steady flame through the ages that have passed. Brief periods of intense activity, during which an almost incredible number of worthy monuments are built, are followed by periods of relative sterility. Like most things, an architectural age is born, struggles to reach maturity, has a brief full flowering and a long period of slow decline.

Those who look more closely see that this pattern has most often taken place over a period of approximately four hundred years. Thus, no man sees the beginning and the end — and genius, to reach its pinnacle, must be born at the right time.

Such a period began in the twelfth century and again in the sixteenth century. Both followed periods of great social change and burgeoning new vigor. They ran parallel courses differing only in detail.

The first fifty years was a period of experiment, of groping for new forms expressive of the inspiration of the age. The architects were sure of their ground, but fearful of the impact of new conceptions on a world steeped in tradition. Thus, early twelfth century Gothic was weighted with the outworn trappings of the Romanesque; and the Cathedral of Florence arose encased in Gothic detail. It was a period of daring experiments and rapid retreats, but at the end the world stood ready to accept the new Architecture as its highest artistic expression.

Within the next hundred years, the masterpieces of the age were built. Clean above the Romanesque village rose the majestic vaults of Chartres, as four hundred years later the great dome of St. Peters put the final capstone on Rennaissance Rome. It was a short period for so much grandeur. And what came later in either age never quite came up to these towers of inspiration.

Instead, in each period, architects became obsessed with detail, more intricate and complex, with impossible variations on a simple problem, with art for amazement's sake, and the tortuous by-paths of striving for effect. Thus, the lacy flamboyant front of Tours excites curiosity, but fails to move one and the curling essays in spun sugar in the Italian Baroque evoke admiration for craftsmanship, but little for taste.

Later, there is a reaction from too much ingenuity and an attempt to return to the purity of the golden age. The results are buildings of cold perfection, stripped, it is true, of the excesses of the immediate past, but also stripped of a certain warmth that comes from freshness of inspiration. The archaeologic exhibitions of the past century are cases in point.

All this discussion of the past leads us to one inescapable conclusion — that we today stand on the threshold of one of the great ages of Architecture. The fifty years that have preceded have been formative years. The experiments have been impressive. But the Gothic tracery on the Woolworth building, the classic abutments of the Delaware River Bridge are testimonials that the Architect was not quite sure of himself.

The public no longer expects us to cloak our inspiration in garments of the past. We are free of the shackles that have bound it. Probably we have not yet produced a masterpiece in our age, but also probably within one lifetime one of those masterpieces that live for centuries will arise. Never has the challenge been greater. Let us produce the genius.

OFFICIAL JOURNAL OF THE FLORIDA ASSOCIATION OF ARCHITECTS OF THE AMERICAN INSTITUTE OF ARCHITECTS

The Florida Architect

VOLUME 7 FEBRUARY, 1957 NUMBER 2

CONTENTS

THE COVER

The nature of thin concrete shells permits use of such shells in a wide range of structural forms and provides the architect with a virtually unlimited field of design application. Here a rythmic series of shells forms the roof of a walkway of a high school in Dearborn, Mich., for which Eberle Smith was architect and Alfred Zmeig was the associated engineer . . . Other thin-shell applications are illustrated beginning on page 8.

PUBLICATION COMMITTEE — H. Samuel Krusé, Chairman, G. Clinton Gamble, T. Trip Russell. Editor — Roger W. Sherman.

The FLORIDA ARCHITECT is the Official Journal of the Florida Association of Architects of the American Institute of Archiects. It is owned and operated by the Florida Association of Architects Inc. a Florida Corporation not for profit, and is published monthly under the authority and direction of the F.A.A. Publication Committee at 7225 S. W. 82nd Court, Miami 43, Florida. Telephone MOhawk 7-0421 . . . Correspondence and editorial contributions are welcomed; but publication cannot be guaranteed and all copy is subject to approval by the Publication Committee. Opinions expressed by contributors are not necessarily those of the Publication Committee or the Florida Association of Architects. Editorial contents may be freely reprinted by other official A.I.A. publications, provided credit is accorded The FLORIDA ARCHITECT and the author . . . Advertisements of products, materials and services adaptable for use in Florida are welcomed; but mention of names, or illustrations of such materials and products, in either editorial or advertising columns does not constitute endorsement by the Publication Committee or The Florida Association of Architects . . . Address all communications to the Editor, 7225 S. W. 82nd Court, Miami 43, Florida.

Letters

IDENTIFICATION

Gentlemen:

Allow me to congratulate you on the recent issue of *The Florida Architect* which covered the Convention at Miami Beach, as well as the doings of the various Chapters. Among these and other things, I was interested in seeing the picture of the FAA Convention held in St. Petersburg 10 years ago. For your information and that of FRANKLIN BUNCH, the person numbered 18 as unidentified, is JOHN W. VICKERY, now deceased, who shared an office with HENRY DUPONT back in the early 1920's. Mr. Vickery, for years, was a member emeritus of the Florida Central Chapter.

I wish I could also identify number 7, but I do not recall him.

ELLIOTT B. HADLEY,
St.. Petersburg, Florida

Gentlemen:

Congratulations on another fine issue of *The Florida Architect!*

With reference to the 1946 Convention group picture, No. 7 is WILLIAM BLOCKER, now working in Washington, D. C., and No. 18 is the late JOHN VICKERY, former Member Emeritus of the Florida Central Chapter.

JACK MCCANDLESS,
Smith, McCandless and Hamlin
Clearwater, Florida

ED. NOTE—*Reference is to the picture of 25 FAA members who made up the FAA's 32nd Annual Convention. The print was contributed from files of Franklin S. Bunch, Jacksonville, and was published on page 4 of the January issue.*

COOPERATION

Gentlemen:

We want to thank you for the publication in your January issue of a photograph of our stained-glass panel for the Palma Ceia Baptist Church of Tampa. We feel greatly honored by the citation given us by the 43rd FAA Convention at Miami last November.

The opportunity offered us to show our work as an integral part of the plans presented by PULLARA, BOWEN AND WATSON is the result of close cooperation between the initiative of the architects and the creativeness of the artist. In our view, this is a very important fact that we would like to have recorded in the pages of *The Florida Architect*. This merging of the minds will result in the best expression of the ideas of the architect and the interpretation of the artist.

JOS. D. MYERS,
Jos. .D.. Myers, Associates
Tampa, Florida

NEW SERVICE

Gentlemen:

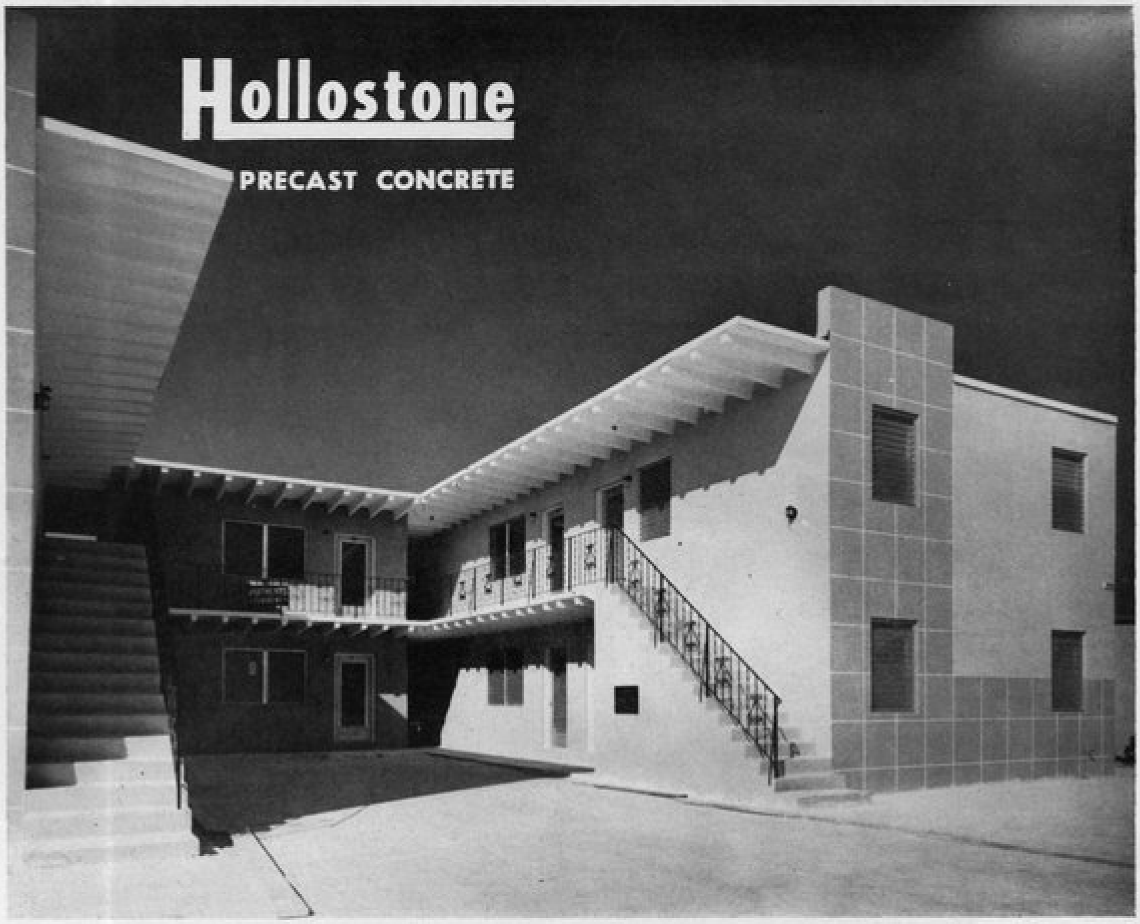
In discussing some of the problems of employment and placement for architectural graduates, the students suggested that perhaps *The Florida*

(Continued on Page 4)

New Stamp for AIA Centennial . .



You'll be seeing a lot of this picture this year. It's the approved design of the 3-cent stamp being issued in honor of the architects of America to commemorate the 100th Anniversary of the AIA. Postmaster General Arthur E. Summerfield announced last month that the new stamp—the color of which has not yet been released, but which was designed by Robert J. Schultz, of South Bend, Ind.—would go on sale in New York on February 23. His announcement said that the printing of 120,000,000 of the stamps had been authorized. Collectors desiring first-day cancellations of the 3-cent Architects stamp may send addressed envelope, together with money order to cover the cost of stamps to be affixed, to the Postmaster, New York 1, New York. An enclosure of medium weight should be placed in each envelope and the flap either turned in or sealed. The outside envelope to the Postmaster should be endorsed "First Day Covers."



Fourteen-unit apartment building for S. W. S., Inc., which incorporates Hollostone precast floors, roof and stairs. H. J. Garner, builder.

Permanence ---

This brand new apartment building with its Hollostone floors and roof will be virtually as new fifty years from now as it is today. Precast concrete does not rust, melt or rot . . . it STAYS put.

HOLLOSTONE CO. OF MIAMI, OPA-LOCKA, FLORIDA • P.O. DRAWER 1980 PHONE, MU 8-2526

Letters

(Continued from Page 2)

Architect might carry employment notices as a service to both the students and the practitioners.

P. M. TORRACA,
Acting Head,
Department of Architecture,
U/F College of Architecture and Fine Arts

EDITOR'S NOTE—*As an Official Journal,* The Florida Architect *is published to serve all interests of FAA membership. Thus, its columns may be used to carry, without charge, notices from any member of any Florida AIA Chapter, including the Student Associate Chapter, for "Positions Open" and "Positions Wanted." Classified notices from other sources, if accepted for publication, will be subject to regular advertising rates.*

FAEC MEETING

Gentlemen:

At the recent FAEC Board meeting the directors selected a date and place for the annual convention and trade show. In order to provide *Florida Architect* readers the advance notice they appreciate receiving on conventions, will you kindly arrange to carry a suitable notice embodying the following news?

"The Board of Directors of the Florida Association of Electrical Contractors announced, after their recent Board meeting, that the annual FAEC Convention and 5th Electrical Trade Show will be held this year at the Soreno Hotel in St. Petersburg on October 16, 17, 18 and 19th. Space is being provided for 72 booths this year. Looks like FAEC is out to make this the biggest and best electrical show yet."

Thanks for your cooperation.

STANLEY NOWAK,
Director, FAEC Public Relations
Orlando, Florida

HOUSE PROBLEM

Gentlemen:

A magazine called "The Home of the Month' is being distributed in Florida. It contains sketches and descriptions of houses and offers blueprints, specification outlines and material lists of these houses at very low cost. In a recent issue, the sketches were done by a firm of Detroit architects listed as members of the AIA.

Why should the Michigan Chapter supply plans to Florida people who might become our clients? Evidently the Michigan architects have developed some sort of small house service which is filling an important public demand.

Is there an opportunity for the FAA to do something like this? Would it not be possible for each AIA Chapter in Florida to develop three complete sets of small house plans for distribution through the FAA Executive Secretary's office? This could serve to further our public relations if sketches of these houses could be regularly published in local papers throughout the State.

I would like to know how others feel about this idea — and if some progress could be developed in the Chapters toward putting the idea into operation.

JACK W. ZIMMER,
Ft. Lauderdale

EDITOR'S NOTE—*A story on what other AIA Chapters and Regions have done and are doing to solve the perrenial "small house problem" is planned for a future issue of* The Florida Architect. *In the meantime, correspondence and suggestions from readers are invited.*

REFERENCE ISSUE FOR NEXT MONTH

The March issue of The Florida Architect will be devoted largely to a reporting of the various committee appointments of all ten of Florida's AIA Chapters. Insofar as possible committee listings will include committee personnel as well as names and addresses of chairmen. Personnel and addresses of FAA Standing and Special Committees will also be listed. . . . This reference data was originally scheduled for publication in the February issue, but committee appointments of all Chapters had not been completed in time to make this possible. . . . It is hoped that in the future all committee information will be available to make possible its publication in February as a yearly reference manual.

Mrs. Florida used to say...



Floridians have discovered that built-in heating means built-in comfort. And Mr. and Mrs. Florida want built-in *economy*, too. That's one of the reasons they're giving a landslide vote to inexpensive flame type equipment today. But another big reason is even more important: Only flame type combustion heaters can flood a house instantly with positive, circulating warm air heat. So when you include a low-cost flame-type "Florida furnace" in the floor, wall, or closet of a new home, you're building-in a welcome bonus of modern comfort, maximum economy, and long term customer satisfaction.

You are cordially invited to take full advantage of our consulting service.

FLORIDA **HOME** **HEATING** INSTITUTE

INCORPORATED
1827 S.W. Eighth Street, Miami, Florida



1st STEP TO SUCCESSFUL BUILDING...

CONSULT AN ARCHITECT

The architect is the captain of your building team. He is the person who draws the plans . . . specifies materials . . . takes bids on the job . . . supervises construction and approves payment of the bills.

An architect is an artist — a creator — a person with the unique ability to combine art and business, inspiration and science, imagination and sound judgment. To become a qualified architect calls for 10 or more years of intensive study and apprenticeship, and licensing by the state in which he practices. All this is to prove an ability to solve whatever type building problem you may have.

Building a home, or any other structure, is one of the biggest investments most people make in a lifetime. To protect that investment, consult a professional . . . an architect. He is your guide to greatest value for your building dollar.

R. H. Wright & Son is proud of its friendship with the architectural profession in this area. As a leading producer of concrete and concrete products, we constantly strive to produce the materials and render the services the architect requires for sound, successful building.

BROWARD BUILDERS EXCHANGE BEB MEMBER

PRESTRESSED CONCRETE INSTITUTE Member

R. H. WRIGHT & SON

POMPANO HIGHLANDS · DANIA · FORT LAUDERDALE

Prestressed Concrete · Transit Mixed Concrete · Sand Plaster · Mortar · Stucco

As Others See Us . . .

Criticism is sometimes quite as good for the soul as traditional confession. Particularly that's true when the criticism is constructive and is offered by an individual whose outlook and experience makes it practical as well. Recently, members of the St. Louis, Mo., Chapter, AIA, were on the receiving end of such a critical commentary — the burden of which applies quite as forcefully to Florida architects.

The occasion was a review of ways in which architects can help in community planning. The criticism was voiced by Charles L. Farris, *executive director of the St. Louis Housing Authority and Land Clearance Commission. His statement — the major part of which follows — was made at the request of* Arthur Schwartz, *AIA, vice-chairman of the St. Louis Plan Commission.*

In general, architects seem to consider planners as something of a necessary evil. They view the city planning agencies as groups through which subdivision plats must be processed and, perhaps more commonly, as groups which fail to understand the merits of specific proposals for the development of a building site. The architect, it seems, has failed to recognize that specific design unrelated to the social and economic base of a community is as ineffective as architectural design which is unrelated to the people for whom a structure is erected to serve, or to the site on which it is to be constructed.

There is an apparent tendency for the architect to look down upon the city planners, particularly city planners without an architectural background. This, I suspect, is a by-product of the training received in the architectural school.

What I have said thus far has been critical and negative. I would like to offer some suggestions as to where I believe the architect can exert a very positive support to community planning.

First of all, I believe architects should get on speaking terms with the city planning agencies, the redevelopment agencies and neighborhood or-

(Continued on Page 23)





Shown setting up displays for the St. Petersburg Society of Architects two-week design show are, left to right, William B. Harvard, general chairman, Blanchard E. Jolly, and Glenn Q. Johnson. Above is a general view of the exhibit held in the St. Petersburg Art Club.

Architects' Show Draws 1800

Members of the St. Petersburg Society of Architects may have chalked up a record as the first professional organization to take formal notice of the AIA's centennial year. The group developed a design show of local architects' work which opened December 30 and ran through January 12.

The show opened at the St. Petersburg Art Club on Sunday, December 30, with a reception attended by 400. Average daily attendance was about 100. Press coverage was good. General purpose of the show was to explain most recent trends in architecture and to emphasize the importance to the public of good design.

To handle the affair, which it is hoped may become a yearly event in St. Petersburg, President Howard Allender appointed William B. Harvard as general chairman. Working with Harvard were: Bruce Smith, chairman of the reception committee, and Glenn Q. Johnson, chairman of the display committee. Johnson was assisted by B. E. Jolly, Robert L. Allen and James Y. Bruce.

Harvard credits the success of the two-weeks' exhibition partly to the fact that the opening event was well-publicized. A thousand invitations were mailed prior to the opening reception which was an open house sponsored by the Art Club. Architects and their wives held open house on the following Sunday.

The Nature of THIN SHELLS

By DON A. HALPERIN

Assistant Professor, U/F College of Architecture and Fine Arts



The thin-shell covering of the Kresge Auditorium for Massachusetts Institute of Technology at Cambridge, Mass. has ground support at only three points which are about 175 feet apart. Cost of the dome was about 10 percent of the building. Architect was Eero Saarinen, FAIA; consulting engineers, Amman and Whitney.

In the recent past great interest has been evidenced in new ways of architectural expression, which inherently implies novel methods of construction, and better solutions to the problem of structural design. We have also seen the growth of the one story building, both in size and in popularity, and with it, the demand for large, clear, uncluttered space. One of the excellent solutions proposed to satisfy the desire for clear spaces without concern for upper story construction has been the shell. Probably it would be employed far more often than it is were it not for the fact that many designers refuse to use a shell form (and rightly so) until they have the clear understanding of what they fear to be highly complex structural principles.

Actually, although a rigorous mathematic treatment of these curved forms does get into high-order differential equations, a comprehension of their structural behavior is not too difficult. It would seem that to an architect, and actually to a competent engineer, the latter is the more important aspect; so it is the one we shall discuss here and leave the details of analysis to others.

Let us concern ourselves primarily with the singly-curved form, that is, a form such that no matter where we



take a cross section we will always get the same simple curve — circular, parbolic, elliptic, or whatever — with the same geometry — same height, same width, same radius or radii of curvature. The doubly curved shells follow the same principles of behavior to some extent, with added stiffness factors. But it is doubtful whether the additional labor required in their construction makes them economically feasible in this country, although domes will probably always be used in our architecture.

A singly-curved shell can be thought of as a long beam, spanning from end support to end support, with a *curved* cross section. (Note that it does *not* have vault action and is not supported along its edges, but is carried at its ends usually along typical cross section). In this respect it is nothing more than the ultimate expression of a folded plane, which came into existence through a logical outgrowth of interaction between trusses, purlins, and wind bracing, a satisfactory solution to the problem of lateral stability by the employment of mutual support. The shell takes mutual support of its parts to the limit, wherein the shell provides what the great Italian engineer Nervi has termed "form resistance". It achieves its strength because every particle acts with every other particle to attain a unity of action and purpose, so that the shape, rather than the material, determines its strength.

Herein lies the clue to understanding — strength through form. Consider first the draped cable of a suspension bridge. The catenary form, with uniformly distributed load, insures us that the cable sustains pure tension, no compression, no bending. Now assume that the cable is frozen into its shape, and flip it upside down into an arch form. It would now be in pure compression, no tension, no bending. Extend this form sideways, perpendicular to the plane of the curve, and we have a shell, which spans in the direction we have extended.

The amazing strength of the shell form can be simply demonstrated. Hold a sheet of stationery at one edge and it will flop because the paper has no strength as a cantilever beam. Now hold that same sheet in one hand with the thumb depressing the paper between the first two fingers so that it assumes a curved shape. Notice now how stiff and strong that same material, which has very little inherent strength, has become. This is the nature of form resistence.

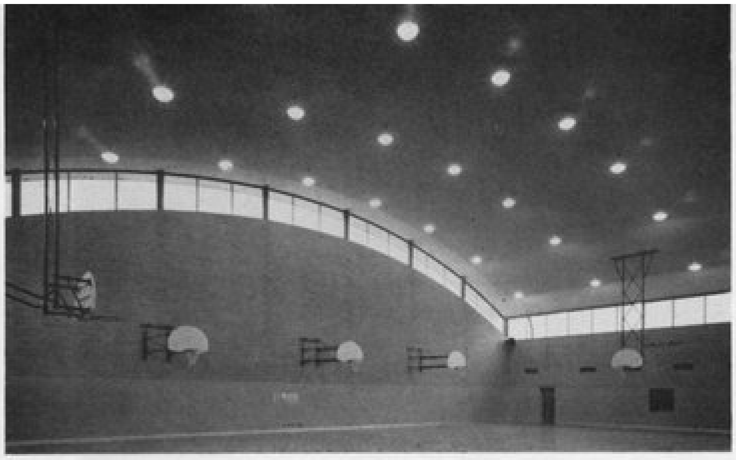
But the shell, unfortunately, is not

(Continued on Page 10)

The Temple Beth Sholem, at Miami Beach, employs multiple supports for its thin-shell roof and indicates how such shells may be successfully intersected by subordinate shells. Percival Goodman was the architect, Herbert A. Mathes, resident supervising architect. Engineers were Amman and Whitney. All photos, courtesy of Portland Cement Association, Orlando.



Airport Building, St. Louis, Mo., employs intersecting shells, 4½-inches thick throughout. Architects were Hellmuth, Yamasaki and Leinweber; the structural engineer, William G. Becker.





Top, gymnasium roof shell, supported by end columns, seems to float. Eberle Smith, Detroit, architect. Above, roof of armory building in Oklahoma, Paul Harris, architect, suggests the varied shapes possible; and armory dome below shows possibility of piercing for vents or skylights.

Nature of Thin Shells

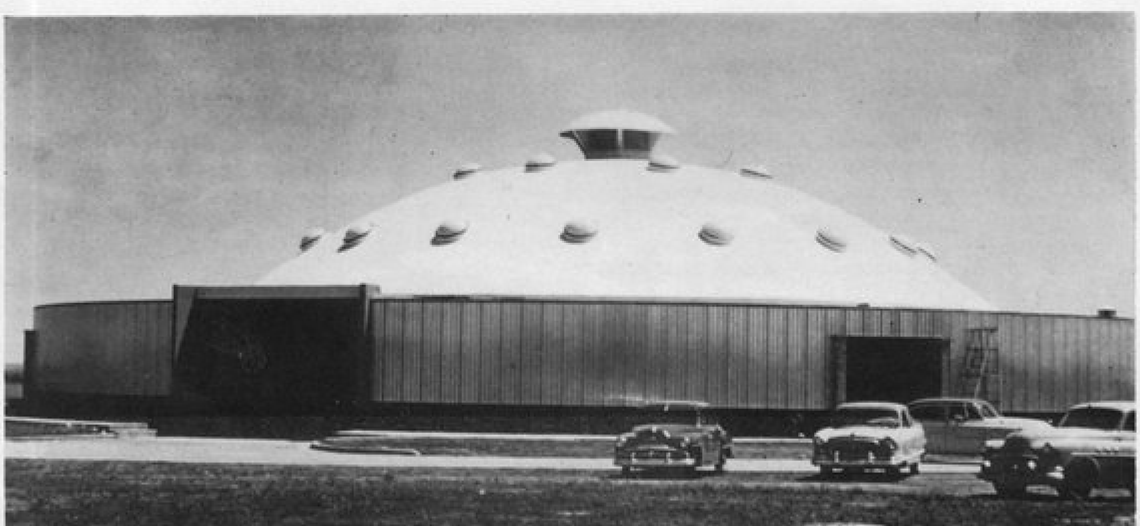
(Continued from Page 9)

subjected to purely compressive stresses throughout its length and width; it must also resist the effects of twist and bending, the latter in two directions. The torsion is taken care of by adequately designing the thickness and strength of the shell itself. But the tendency to bend requires some further considerations.

If we look at a uniformly loaded cross section, we note that, as previously stated, unlike a vault the edges have no supports. It is obviously much easier for these edges to move than for the crown to deflect. If we had a series of shells, one next to the other, the mutual edges would be mutually restrained against the inward, or sideward movement, but not against the downward tendency. The outermost edges of the entire series are, of course, not restrained against either motion.

For these reasons edge beam stiffeners are usually provided, so that the profile assumes the shape of an arch with haunches. It should be clearly borne in mind that these beams do not carry any load. They certainly do not carry the shell in the usual sense; and, in many cases, they could not even carry their own dead load in simple beam action. Their only purpose is to stiffen the edges of the shell.

Another aspect of its stress distribution might best be understood by look-



ing at the plan of a shell. The continuous support of the end, offered by the arch rib (or end stiffener where columns are employed at the corners) seems to make for a stiffness at its crown, and for longer shells (the length is measured between supports) can be entirely missing for quite some distance. This lack of restraint, coupled with the beam action, leaves the center portion relatively "soft", so that intermediate rib stiffeners might have to be provided. They must be thickest at the crown, but could taper to nothing at the edges.

Having considered the form, we might ask, "what material is best?" There is no final answer to this question. Plywood has been used on short spans (short for shells, that is), notably by PAUL RUDOLPH. The French have successfully employed corrugated steel in some triply curved shells. However, the plasticity of the shape seems to lend itself best to concrete, especially for a series of shells where the forms would permit multiple use on movable falsework.

Whichever material is used, certain disadvantages are yet to be overcome. When the curve gets steep toward its edges, tar and gravel will not do for a roofing, and a satisfactory cheap solution is yet to be found. Where acoustics are a prime consideration, it will be necessary to provide some additional treatment, since the smooth curved form of the shell is terrible in this respect. In fact, in one European example, the answer to this vexing problem was another interior rippled shell (in this country we would undoubtedly have used plaster).

The advantages, though, are undeniable. As many engineers have pointed out, effects of lighting are greatly enhanced by the curved ceiling. There is also a great reserve of strength which permits almost limitless punctures for skylights, and also permits ingenious plans, as ROBERT MAILLART knew when he employed a shell form in the design of a bridge which was curved in plan, wellnigh an impossibility with any other system of bridge construction. We might also cite the possibilities of cantilevering. But above all, it should be the architectural considerations of aesthetic appeal which are our governing criteria. The grace, the symmetry, the achievement of a rhythmic flow of space are possible only through the cognizant employment of thin shells.

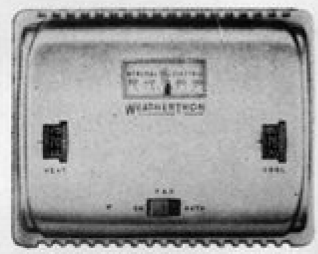
perfect indoor weather . . . for homes, stores, offices





WEATHERTRON is a full-time weather machine that heats without burning fuel, cools without using water. It operates on electricity and air alone — and through the two-way thermostat, "thinks" for itself to provide completely automatic operation . . . For homes, WEATHERTRON is the answer to safe, clean, dependable and quiet all-weather air coditioning. In stores and offices it improves working conditions, protects products, cuts cleaning, keeps workers healthy.

WEATHERTRON is General Electric's air source heat pump — a fully automatic, all-electric unit that uses a single mechanism for both heating and cooling. It is NOT just another combination of conventional fuel-burning furnace and air conditioner. WEATHERTRON does away with the need for such usual parts of a conventional system as fuel storage tanks, cooling towers, piping. It needs only air ducts, electric wiring and a small drain for condensation — for full-time, all-season operation.



This is the two-way thermostat that practically thinks for itself!

For perfect indoor weather in any type of interior, all you need do is simply set the desired temperature for heating and cooling. The Weathertron "remembers" it . . . and the thermostat turns the unit on and off, automatically, to maintain desired temperature range.

Exclusive Wholesale Distributors in Florida

North, Central and West Florida:
GENERAL ELECTRIC COMPANY
Air Conditioning Division, Sales Dept.,
900 Orange Avenue, Winter Park, Florida
Telephones: 4-7701 and 4-7711

Southeast Florida:
THE FLORIDA GENERAL SUPPLY CORP.,
1310 Flamingo Way,
Hialeah, Florida
Telephone: TUxedo 7-5568

WEATHERTRON

The General Electric All-Electric Heat Pump

Organizing the Large Chapter Area

By ROLAND W. SELLEW, AIA
President, Florida Central Chapter

The membership of Florida Central Chapter is currently drawn from fourteen counties, all of them fairly large in area, and including Charlotte and Lee Counties — recent maps to the contrary notwithstanding. This expanse covers the several principal centers of St. Petersburg, Tampa, Sarasota, Lakeland, Clearwater and Fort Myers. Bradenton is omitted only in that this is the combined area covered by the activities of the Sarasota-Bradenton Association of Architects, Inc., as will be elaborated upon. Each of the municipalities mentioned contribute to the membership of Florida Central in approximate ratio to the population of each.

In spite of distances of at least 150 miles north and south and over 100 miles east and west, attendance at quarterly meetings (about to become bi-monthly), has been exceptionally good. In part this attendance performance, as evidenced by a 45 per cent attendance at the convention in Miami Beach, has been due to a great improvement in Chapter meeting quality. It is also contributed to by the development of local area associations.

With the recent formation of local associations of the Clearwater and Lakeland architects, there are currently local groups holding regular meetings in St. Petersburg, Tampa, Lakeland and Sarasota-Bradenton, a total of five potential supporters of the work of the Chapter. The Sarasota-Bradenton Association of Architects has recently been incorporated.

These several local associations are not basically all alike in their make-up or membership requirements. The St. Petersburg club may be at one end of the scale, in which only AIA members are admitted; and Sarasota-Bradenton at the other, which is open to all registered architects resident and doing business in Sarasota and Manatee Counties — but provided that the members must adhere to a prescribed code of ethics (copied nearly verbatim from the AIA code) and must keep up-to-date in their dues and assessments. In spite of a rather rigidly enforced code and relatively high dues together with assessments, there are but a very few elligible who are not members in good standing; the total membership now standing at 17.

I believe that in any community or municipality where there are five or more registered architects, a local affiliation into a club or association is of great potential value to the AIA Chapter having area jurisdiction. I believe also that such local groups, while observing reasonably rigid ethical codes, should not be too discriminatory in membership requirements. To do the latter eliminates one potent manner in which to inculcate ethical standards and a full appreciation of organizational advantages on the part of non-members of the AIA.

An active, and not too selective local group, can function as a feeder for the Chapter in stimulating interest in AIA activities and, with a wide-spread Chapter area, can be far more effective in public relations at a local level. In line of this last item, the Sarasota - Bradenton Association of Architects has recently engaged the services of a public relations counsel and has just completed a two weeks' showing of work of local architects.

Whereas newspaper articles as to architects and architectural subjects have been conspicuous by their absence in the past, such has not recently been the case. Newspaper coverage of the activities of individual architects, of the local group as a whole, of Chapter affairs and even of the FAA, has been greatly enhanced.

This local group has recently offered its specific aid and support to a local administrative board and stands ready to make a group contribution to an important item of County-wide importance. Through these means it is hoped, and with every expectation of success, that public appreciation of the architect and his functions will be immeasurably improved. It might be added that this group has taxed themselves at the rate of $25 each, in the form of an assessment, to cover this public relations program cost for the next three months' trial period.

Through this development of local groups, Florida Central Chapter will automatically benefit. Through them the Chapter can reach much more effectively into all of the municipalities which it encompasses than it could possibly hope to do in any other manner. As the membership of the Chapter reaches a membership which will make feasible its further division, as in the case of the split-off of the Mid-Florida Chapter, there will be available vehicles which can logically become full-fledged Chapters.



Officers of the Florida Central Chapter for 1957 are, seated, left to right: A. Wynn Howell, vice-president; Roland W. Sellew, president; Jack McCandless, treasurer. Standing, left, is Sidney E. Wilkinson, secretary.

Architect-Contractor Cooperation

Joint discussions can clear the air of misunderstandings, pave the way for smoother, more efficient working relationships.

Inter-industry discussions toward the end of smoothing differences and solving mutual problems are valuable to all concerned. One took place recently at a meeting of the West Virginia Chapter, AIA. It started as a question-and-answer program between member architects and contractor guests. The result, as reported in "Chapter Chatter," *official publication of the West Virginia Chapter, contains suggestions that might well be taken to heart by both groups of building professionals in Florida.*

The contractors opened the first round by asking, "*Why is there more and more tendency to award separate contracts for mechanical work, rather than to include them with general work?*" Architects answered by saying that separate contracts gave a lower overall cost due to the tax structure of tax-on-tax. Also, it gave better control over sub-contractors, both as to supervision and the selection of qualified subs.

The contractors conceded the point of tax-on-tax, but pointed out that separate contracts tend to delay the completion date — and that they should have control over sub-contractors. They recommend that, if architects want separate contracts, there be set up either a fixed fee or a percentage for supervision and coordination by the general contractor. This would enable the general contractor to move all work in the same progression. As it is now, the general contractor is asked to coordinate the job with no compensation.

The conclusion by both groups was that one contract gives a better control, but that the problem might be in not having better-qualified supervisors from both offices.

Next question was by the architects: "*Should sub-bids be made to a bid depository to eliminate delay of prices to the general contractor — and also the shopping of bids?*" Contractors agreed that shopping of bids was definitely a problem, but more of an individual problem of ethics and morals. The bid depository idea is being used with some degree of success, but there is still the stumbling block of competition forcing the use of a low price from a bidder who is not quite as qualified as a slightly higher bidder.

At the present time there is no visible solution to these problems. But if the architect were stricter in his supervision, it would force the general contractor to do more of the work now being sub-let. As a result, better quality of work would be produced. This again brought up the problem of better-qualified supervisors from both offices.

The architects asked the question: "*How can continuity of contractor's superintendent be assured for duration of the project?*" The reply pointed out that contractors have no control over men leaving one job for another. Also, the size of the project often dictates the shifting of men for a better end result. One man might be better for sub-structure, another for the follow-up and finish.

An especially noteworthy point was made. If, at the beginning of each project, the architect and his supervisor would have a conference with the contractor and his superintendent, the completed work could be greatly expedited. This conference should cover the qualifications of sub-contractors involved, consideration of materials and equipment, the scheduling of work, the superintendent's qualifications, shop drawing routines, etc.

The final question was: "*What about the idea of split retainage?*" Three ideas were discussed: *first*, a 10 percent retention until project is 50 percent complete, then a 5 percent retention; *second*, a 10 percent retention until project is 50 percent complete, then no retention; and *third*, 10 percent retention for 100 percent of the project, with a reservation that

the contractor could make application at the 50 percent complete stage for no retention. Interest centered around the third idea as providing the contractor with more incentive to do better quality work.

Comments by panelists and chapter members at large indicated a trend toward the following conclusions:

1 . . . Because mechanical work at present represents 30 to 35 percent of the contract, architects should retain competent engineers for design — and also equally competent supervisors — in these fields. The contractor should send into the field superintendents who are as skilled in mechanical work as they are in general building trades.

2 . . . Due to stiff competition in the construction industry, un-qualified sub-contractors are being used. Stronger emphasis by the architect on strict adherence to plans and specifications would ultimately eliminate inferior sub-contractors.

3 . . . A pre-project conference between involved parties could arrest many problems that arise in the field.

4 . . . Bonding companies should be forced to be more discriminating in the selection of contractors with whom they write payment and performance bonds.

Sherman Marches . . .

M. Tony Sherman & Associates, architects and engineers, have moved from their offices at 625 N. E. 78th Street, Miami, to larger quarters at 1101 N. E. 79th Street.

The office telephone number — PLaza 4-9591 — will remain the same.

Other address changes are:

In St. Petersburg, the firm of Smith, McCandless and Hamlin established their main office at 20 Beach Drive North, St. Petersburg. Former main office of the firm was at 213 Myrtle Avenue, Clearwater, which will be maintained as a branch. The new arrangement became effective the first of this year.

In Sarasota, J. West and Elizabeth B. Waters announce formation of a new firm, West and Waters, Architects, with offices at 1342 McAnsh Square, Sarasota. Their phone is RIngling 6-2341.

Memo To:

Your Specs Writer

Subject:

Care of Fine Doors

Fine hardwood doors are quality-crafted like fine furniture. But too often their careless handling on the job results in damage or neglect that shortens their useful life, lessens the trouble-free performance for which they were designed. Here are four ways to avoid damage and insure performance:

1. Specify that all doors shall be edge-sealed or prime-coated by supplier prior to delivery at job.

2. Schedule job delivery after plastering has dried. Require doors to be stored flat in dry, ventilated area and protected with covering blanket of plastic vapor-barrier or equivalent.

3. Require all doors to be two-coat edge-sealed **after** fitting, but **before** hanging.. Cover this by clause in both carpenter's and painter's specs.

4. Have job supervisor check on **all** points in sequence. Use small mirror to check proper sealing on vital top and bottom edges of all hung doors. Lack of such sealing is most frequent cause of moisture penetration resulting in warping, sticking, eventual damage from rot.

IPIK DOORS . . .

IPIK Solid Core Flush Doors are of proven quality, unconditionally guaranteed against delamination and peeling. Made with a 5-ply construction and a solid core of low-density, quartered hardwood staves, they can be specified up to a four-foot width, an eight-foot heighth and a two-inch thickness. You can also specify them in any species of hardwood veneers and in addition call for special cutting of face veneers to achieve the exact design effect you seek.



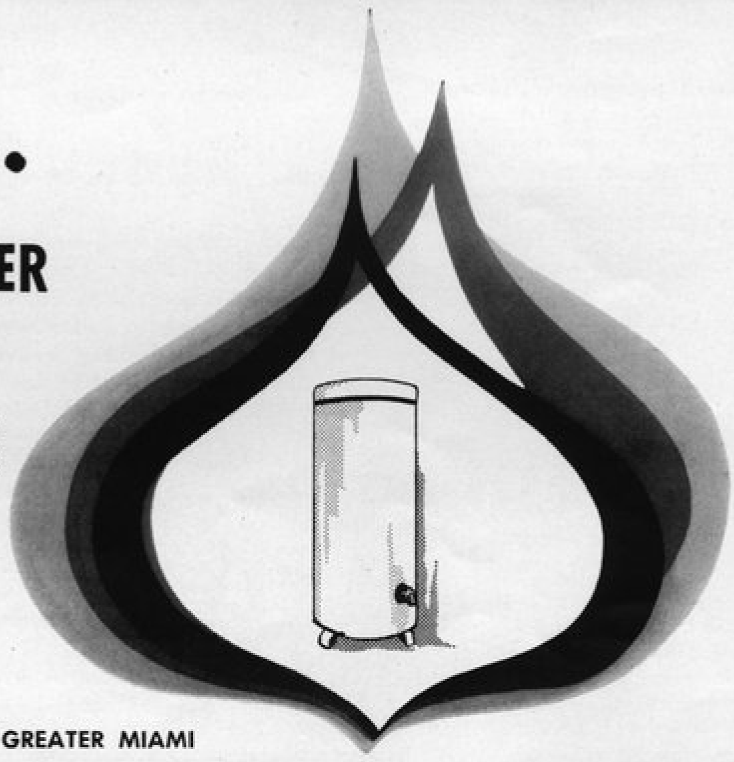
PRODUCERS COUNCIL

A. H. RAMSEY AND SONS, INC.

71 N. W. 11th TERRACE, MIAMI - - - FRanklin 3-0811

Service to Florida's west coast is from our warehouse at Palmetto . . . Call Palmetto 2-1011





1957 FAA Board Holds First Meeting

The River Club, on the 19th floor of Jacksonville's Prudential Life Building was where President Edgar S. Wortman brought the meeting to order after luncheon on Saturday afternoon, January 12. The Board's guest was Lamar Sarra, Chairman of the Governor's Committee of Schoolhouse Construction who asked for architects' cooperation in establishing standards of adequacy for both school facilities and construction. As one result of his talk, Sanford W. Goin, FAIA, was appointed as coordinating chairman of a committee to provide Mr. Sarra with information requested.

The Treasurer's report, presented by Secretary Sam Kruse in the absence (at the State Board of Architecture meeting) of Motron T. Ironmonger, indicated that several Chapters were not current with dues. They are requested to forward dues checks to the FAA treasurer immediately.

Among other reports, that of Sanford W. Goin, FAIA, on Education and Registration indicated that the new building for the College of Architecture and Fine Arts at the University of Florida now enjoys a high priority. Need for it is well known by legislators and an appropriation for its construction is expected during this legislative session.

Discussion of a legislative committee report from James K. Pownal culminated in a decision by the Board that the FAA Executive Secretary be named as a resident representative for the FAA during the 60-day session of the legislature — assisted by Benmont Tench, Jr., FAA legal counsel.

President Wortman named the following committee chairmen — with full committee rosters to be named in the near future: *Legislative*, James K. Pownal; *Education and Registration*, Sanford W. Goin, FAIA; *Joint Cooperative Committee*, John Stetson; *Building Codes*, Joseph Shifalo; *Membership*, Roland W. Sellew; *Professional Practice*, Mellen C. Greeley, FAIA; *Budget*, Edwin T. Reeder; *Publications*, H. Samuel Kruse; *Centennial Observance*, William B. Harvard; *Planning and Zoning*, William T. Arnett; *Resolutions*, Arthur Lee Campbell; and *Loan Fund Bd. of Trustees*, John L. R. Grand.

News & Notes

Florida South

The traditional Inaugural Ball, featuring installation of newly-elected officers was held this year at the La Gorce Country Club, Miami Beach, on Saturday evening, January 19. Though somewhat smaller in number than last year's Vizcaya party, Chairman James Deen counted the affair an unqualified success.

Igor B. Polevitzky, FAIA, acted as emcee for installation of the Chapter's new officers; and President Wahl Snyder receive one mention for a Centennial Observation Panel. J. Robert Swartburg took the other mention. Chapter hostesses cited for table decorations were Mrs. Igor B. Polevitzky, and Mrs. Francis Telesca.

Among guests of honor were: FAA President Edgar S. Wortman and Mrs. Wortman; AGC President Frank J. Rooney and Mrs. Rooney; and Miami Producers' Council President Nicholas Nordone and Mrs. Nordone.

Palm Beach

1957 plans of the Palm Beach Chapter Board of Directors indicate a reversal of the trend current in most other Florida AIA Chapters. Whereas the general tendency is toward increasing the number of yearly meetings, Palm Beach has decided to hold only six meetings this year — instead of the ten which have been customary for several years past.

Moreover, wives of Chapter members will be invited to attend at least three of these meetings — at which considerations of Chapter business affairs will presumably be held to a minimum. First meeting of the year will take place on Saturday, February 23rd. It will be a dinner-and-evening affair and plans call for an outstanding speaker as part of the entertainment. The Board is planning to make each of the five succeeding meetings of the year equally outstanding.

The Palm Beach Board also revised the Chapter's dues structure. Current dues schedules do not include prepayment for dinners on scheduled meeting dates as formerly.

Two Palm Beach Chapter members and a Ft. Pierce architect were presented with citations for "outstanding professional accomplishment" by R. O. Brown, president of the Florida East Coast Chapter, AGC, as one highlight of that group's annual meeting at the Sailfish Club, Palm Beach, Tuesday evening, January 22nd. Those honored were, FAA President Edgar S. Wortman, FAA V-P John Stetson, and Kendall P. Starrat. The awards, now an annual event, are selected by the AGC membership by informal secret ballot.

Emcee of the meeting was Fred O. Dickinson, Jr. Frank J. Rooney, national AGC President, introduced R. B. Fuller, Executive Director of the Florida Development Commission as speaker of the evening. At an election of new officers, G. E. Maale was chosen Chapter president.

Mid-Florida

Last fall the Chapter initiated a program of professional seminars to aid those interested in becoming registered as architects. Included as subjects of the seven courses are mechanical theory, construction, history, concrete engineering, wood construction, steel construction and mechanical and electrical equipment. The first three started last fall, will extend through this month. The other four will begin in March and extend through May.

President Joseph M. Shifalo reported that interest has been encouraging; but that some difficulty has been experienced in obtaining competent instructors for all courses. It is too early, he says, to assay the full worth of this Chapter project. But as an experiment in professional self-training it will undoubtedly be watched with interest by all Florida Chapters. Tuition costs are small, with some courses being free of any expense except cost of textbooks.

Student Associate Chapter

Don Alford, fifth-year student of the U/F College of Architecture and Fine Arts, won first prize from 109 entries in the competition for the display house to be built for the Students' Annual Home Show this spring. Subject of the competition was "A weekend retreat" — a design to be built by students in the Department of Building Construction.

Other design winners were: Claude Maddox, Jr., second; Stan Greene, third; and Charles Pattillo, fourth.

Regional Conference Slated for April 4, 5, 6

Plans for the 1957 Regional Conference of the AIA South Atlantic District are rapidly maturing and promise pleasure as well as profit for all who attend, according to GEORGE T. HEERY, in charge of Conference publicity. Site is Atlanta, headquarters, the Atlanta Biltmore Hotel, the Theme, "Architecture — Science or Intuition?" — which DR. WALTER GROPIUS is credited as regarding "most intriguing indeed." The program will highlight regional affairs, tours, lectures, gala social affairs. Publicity promises "no dull last-night dinner — Beaux Arts Ball with students, instead; with two trips to Mexico City for costume prize."

Jacksonville Architects Win Civic Victory

The last half of 1956 was packed with matters of paramount interest to citizens of Jacksonville. Proposed last spring was a gigantic civic improvement program, including, in addition to both road and sewer extensions, a new city hall, a sports arena and a municipal auditorium. Among those most interested were members of the Jacksonville Chapter, AIA. Their interest was aroused not merely because of the proposed buildings. But an idea, hatched presumably by an economy-minded public official and nurtured by a feature-hungry segment of the Jacksonville press, galvanized the Chapter into an action which plunged architects into the very middle of the $30-million civic controversy.

The story of how Jacksonville architects formed a committee, studied the pros and cons of the City Commission's economy block proposal, presented a report condemning it — and then backed up their action through smart public relations work with many civic groups and individual citizens — was reported in a story on page 20 of *The Florida Architect* for October, 1956. At that time no one could say whether the architects' intervention for the sake of better civic planning and long range values would be successful in halting progress on the part of a short-sighted opposition.

(Continued on Page 21)

A Barrier to Heat, Cold, Vapor and Vermin



That's ALUMISEAL — the special alloy aluminum sheet (not foil) that reflects up to 97 per cent of radiant heat. The ALUMISEAL system of construction saves both space and dollars, is proven and permanent —and can hold inside temperatures down to minus 125° F . . . ALUMISEAL can provide the solution to many types of low-temperature insulation problems. When you have one call us — for specification facts, engineering details and installation supervision.

Produce box, 40 x105 x 22 feet, is one of nine rooms included in the 1,300,000 cu. ft. of refrigerated area of the new Food Fair Warehouse at Miami. Leslie B. Taylor was the engineer.

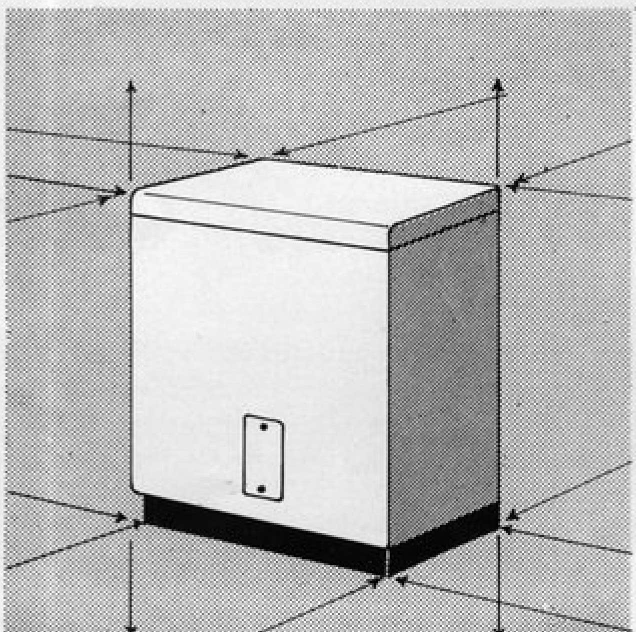
Trade Mark in U.S. Patent Office

ALUMISEAL

U.S. Patents Applied For

ALUMINUM INSULATING CO., Inc.

5706 W. Flagler St., Miami, Florida



FITS ALMOST ANY SPACE...

AN ELECTRIC WATER HEATER

For flexibility in planning . . . specify ELECTRIC water heaters. They tuck away anywhere . . . need no special flues or vents. They eliminate heat radiation . . . designed to heat the water, NOT the house. Important, too . . . electric water heaters are clean, safe, fast and economical.

HAPPIER FLORIDA LIVING Electrically

FLORIDA POWER & LIGHT COMPANY

News & Notes

(Continued from Page 19)

Last month, however, the answer was provided at two civic meetings in Jacksonville. One, held January 3, was a public hearing on the huge improvement program at which was voiced overwhelming approval of the kind of program approved and sought by the architects. The other was a meeting of the Jacksonville City Council, January 8, during which the program cleared its final hurdle when the Council unanimously passed the necessary enabling legislation.

This whole affair — and particularly its recent successful conclusion — has significance far beyond its local boundaries. Proposals for civic improvements follow a well-defined pattern which sometimes becomes dreary. Hardly a one has ever seen completion without overcoming the force of "practical politics" larded with arrogant stupidity and shortsighted ignorance. Too often such opposing forces warp a civic project of basic excellence into a travesty of good planning and saddle both town and taxpayers with a monumental and expensive obstacle to both efficient utility and future civic progress.

But in Jacksonville architects did more than raise a hue and cry. By means of a well-planned and adroitly-conducted public relations effort, they assumed the civic conscience of their city. They studied the facts, documented their reasons for opposing anything less than their knowledge and experience showed was sound and adequate for their city. And they carried these facts and reasons not only to the city fathers but to the tax-paying public of Jacksonville — the people who stood to gain or lose the most.

Though many members of the Jacksonville Chapter put their shoulders strongly to this significant public relations wheel, the Chapter's Civic Improvements Committee should be especially credited with most of the hard work and study which produced the Chapter's decisive report. Included were: Mellen C. Greeley, FAIA; Thomas E. Ewart, Jr.; William Stanley Gordon; Herbert Coons, Jr.; and Taylor Hardwick.

The Committee's Chairman, Rob-

(Continued on Page 22)

BUILDERS' ROSTER

Contracting firms listed below have either been recommended by practicing architects in their locality or are trade association members of recognized standing. AGC—Associated General Contractors; FAEC—Florida Association of Electrical Contractors; ACI—Amer. Concrete Institute; NCMA—Natl. Concrete Masonry Assoc.; NRMCA—Natl. Ready-mixed Concrete Assoc.; FCPA—Florida Concrete Products Assoc. C—Person to contact.

CHARLOTTE COUNTY

GENERAL

Cleveland Construction Co., Inc.
Harborview Rd., Punta Gorda
Phone: NE 2-5911
C—Roy C. Young, Pres.—AGC

DADE COUNTY

GENERAL

Avant Construction Co., Inc.
360 N.W. 27th Ave., Miami
Phone: NE 5-2409
C—John L. Avant, Pres.—AGC

Edward M. Fleming Construction Co., Inc.
4121 N.W. 25th St., Miami 42
Phone: NE 5-0791
C—Ed. M. Fleming, Pres.—AGC

PAVING, GRADING

T. J. James Construction Co.
1700 N.W. 119th St., Miami
Phone: MU 8-8621
C–Randolph Young, Gen. Mgr.–AGC

DUVAL COUNTY

INDUSTRIAL & HEAVY

Henry G. Dupree Co.
1125 Kings Ave., Jacksonville
Phone: FL 9-6622
C—Henry G. DuPree, Pres.—AGC

PALM BEACH COUNTY

GENERAL

Arnold Construction Co.
S'te 7, Murray Bld., Palm Beach
Phone: TE 2-4267
C—W. H. Arnold, Pres.—AGC

Paul & Son, Inc.
921 Ortega Rd., W. Palm Beach
Phone TE 2-3716
C–P. D. Crickenberger, Pres.

CONCRETE MASONRY

Shirley Brothers, Inc.
N. Canal Pt. Rd., Pahokee
Phone: Pahokee 7185
C—Claude L. Shirley, Pres.—AGC
AGC assoc. NRMCA; FCPA; NCMA

PLASTERING

J. A. Tompkins
1102 North A, Lake Worth
Phone: JU 2-6790
C—J. A. Tompkins, Owner—AGC

ELECTRICAL

Arrow Electric Company
501 Palm St., W. Palm Beach
Phone: TE 3-8424
C—V. L. Burkhardt, Pres.—AGC
Assoc.; FAEC

PINELLAS COUNTY

GENERAL

A. P. Hennessy & Sons, Inc.
2300 22d St. N., St. Petersburg
Phone: 7-0308
C—L. J. Hennessy, Pres.—AGC

VOLUSIA COUNTY

CONCRETE MASONRY

Quillian's Concrete
3rd St. - F.E.C., Daytona Beach
Phone: CL 3-8113
C—Hugo Quillian, Partner—AGC
Assoc. NCMA; FSPA; NRMCA· ACI

GEORGIA—Fulton County

GENERAL

Beers Construction Company
70 Ellis St., N.E., Atlanta 3
Phone: AL 0555
C—E. M. Eastman, V.-Pres.—AGC

News & Notes

(Continued from Page 21)

ERT C. BROWARD, had this to say about the final results of the Jacksonville civic improvements affair:

"The Jacksonville Chapter of the AIA feels that the work it performed in 1956 had much to do with the final form of the program and its acceptance. However, the credit due our group is that of acting as a civic catalyst to push the reaction which finally defeated the combination building idea. The civic leaders and officials took more time to study the pros and cons of the issue after it was brought to their attention that study was needed.

"The acceptance of the program in its final form was the result of Democracy at work, with all groups and individuals being given a chance to speak for or against the procedure. To those of us who attended the public hearings, it was quite revealing to witness how strongly citizens will voice their opinions on the needs of a community, once these needs are brought before them and properly focussed.'

ADVERTISERS' INDEX

Stetson Heads Joint Coop. Comm.



John Stetson, Central District Vice-President of the FAA and past-president of the Palm Beach Chapter, AIA, was elected Co-Chairman of the Joint Cooperative Committee, FAA-AGC-FES, at its fall meeting last November. Apologies are due Mr. Stetson for an erroneous report of this meeting which named Clinton Gamble as the winner of the Committee's election. Mr. Gamble, who served two terms as the Committee's Co-Chairman is also due apologies for the mistake.

As Others See Us . . .

(Continued from Page 7)

ganizations established to improve communities. Only by constant contact with these agencies can the architect become aware of the total problem of community growth and effect a positive influence on civic design and development.

Secondly, I believe that the architect should develop a consciousness that anything he creates will be viewed not as an isolated structure, but as it is related to its surroundings in the community, and its impact socially and economically on the community.

Thirdly, I believe architects should exert an influence in obtaining for planning agencies more adequate budgets in order that these agencies may better accomplish the work they are established to undertake.

And, lastly, I believe architects should exert an influence upon the architectural schools to provide architectural trainees with something more than a perfunctory course in community planning.

Producers' Council Program

The first Informational Meeting of the Miami Chapter's 1957 season was staged at the Coral Gables Country Club on Tuesday evening, January 22 — just in time to squeeze by this month's publication deadline! The affair was sponsored by the Arcadia Metal Products Co. — Council member from the sovereign state of California and represented in Miami by ROBERT SAFFELL.

The gathering was one of the largest in the Chapter's experience — more than 150 guests, not to speak of a substantial quorum of Miami Chapter members. The pleasant routine was as in the past — a cocktail hour beginning at 6:30, then a roast-beef dinner. After dinner President NICHOLAS NORDONE introduced the sponsors; and Bob Saffell performed the welcoming courtesies. He introduced Mr. CHARLES B. LEBON, III, vice-president and chief engineer of the Arcadia organization, who gave a brief, well-presented and interesting talk — outlining the engineering aspects of Arcadia's current aluminum door line and tracing the company's past growth.

Mr. LeBon surprised his audience with at least one statement. In Phoenix, Arizona, and Fresno, California, there exists a mysterious antipathy toward aluminum, he said. It is so strong among building officials, architects and contractors that neither his company or any aluminum product manufacturer has sold a single aluminum door in those two cities! Reasons for this marketing phenomenon was not revealed.

Report of the December meeting of the Jacksonville Producers' Council arrived too late for publication in the January issue. It was a fun night — the occasion being a testimonial dinner for F. S. "SCOTTY" BOGGS, veteran material man and Florida representative for the Truscon Steel Co. since 1923. The affair took place at Abood's Steer House on Route 90, was attended primarily by Chapter membership but included some contractors and architects, all of which had known and worked with "Scotty" for many years.

The man for whom the dinner was staged to honor was retired by his parent company the first of this year. However, he immediately became associated with the Jacksonville office of the Florida Steel Products, distributors for Truscon.

The Jacksonville Chapter staged its annual architects' party in January. The first Informational Meeting of the year is scheduled for mid-February. It will be a combined affair, sponsored jointly by the Truscon Steel Co. and Ceco Steel Products Corp.

Tench Still Serving As FAA Legal Counsel

Notice in the December issue (page 25) that BENMONT TENCH, JR., would not be serving this year as resident representative of the FAA at Tallahassee during legislative sessions apparently furnished the basis for an erroneous conclusion. Careless readers took the notice to mean that Tench had severed his connections entirely with the FAA and was no longer serving the organization as its legal counsel.

This emphatically is *not* the case. Neither Tench nor the FAA Board of Directors has given indication of any desire to sever the connection which has developed during the ten years Tench has been concerned with FAA affairs. On the contrary, growth of the FAA, especially during the last three years, has brought Tench an increasingly close contact with FAA activities, a situation which will undoubtedly continue in view of the FAA's plans for the future.

The Gainesville attorney emphasized recently that his inability to attend legislative sessions at Tallahassee was primarily a result of the growth of his law practice. This and personal family matters have combined to make his absence from Gainesville impractical during the two-month period of the legislative sessions.

Capstone for Confusion

To at least this humble observer, it appears that Frank Lloyd Wright has handsomely succeeded in putting his architectural foot into his professional mouth. The instance is the recent publication, in *Architectural Forum* of "Illinois" — an office building with 528 floors reaching a full mile in height and planned to accommodate "in spacious comfort" 130,000 people.

The contention is not that the venerable sage of Taliesen's most recent structural dream cannot be built. Mr. Wright has been conspicuously successful in confounding engineers and wheedling fantastic performance from a long line of financial people, contractors and product suppliers. The technicalities of the project can probably be granted — even though tenants of the 528th floor might have to wear safety belts in their office chairs and arrange for a constant supply of a reliable air-sickness remedy as a term of their office lease!

The point is, *should* it be built? Or, at least, should it be built in Chicago — or in any other city in our land which is already cursed with the modern plagues of increasing population density and mounting traffic complexities?

That is the frightening point that dogs this soaring proposal. To one who has fought traffic along Chicago's Michigan Boulevard — or even the Lake Front Drive — during the rush hour (or, closer to home, has ever crawled along U. S. 1 at any hour!) it is terrifying to imagine 130,000 people pouring at day's end from all four ports of the *Illinois* and rushing to clog every imaginable means of transportation in efforts to get home.

At the unveiling of his project to a group of Chicago business men who helped him celebrate His Day last fall, Mr. Wright characterized his design as being " . . . *socially, just what cities need, inaugurating a new move to centralization that would free men to decentralize their homes.*" It was a curious satement from a man who has spent years of effort and reams of printed paper inveighing against centralization and extolling the virtues of a coordinated suburbia with the one-acre homesteads clustered about civic centers and ranged cheek by jowl alongside of decentralized, local industries.

Twenty years ago *Broadacres City* was Mr. Wright's answer to most of our country's growing urban ills. On many occasions since then his remarks about these ills have been pointed, often acid, sometimes downright pugnacious. But they have at least been consistent. In a word, cities were congesting themselves into obsolescence; and those urbanites who questioned the practical inevitability of *Broadacres City* were at the best stupid fools, doomed prisoners in love with their choking chains and rotting masonry!

Of course, it is the perogative of genius, no less than the feminine gender, to change its mind. But with such a sweeping about-face, Mr. Wright poses questions more difficult of solution than even those embodied in his idealized surburbia. A population of 130,000 is a city in itself. Is it socially possible to superimpose the services necessary for such a population on any urban location already struggling under a burden of increasing inadequacy?

It seems quite possible that there are investors courageous enough to put up the $100-million which Mr. Wright says his *Illinois* would cost to build. But let them build this structure as the core of a *new* city. Let the tremendous new traffic problems be solved from the start. Let the lines run from this super-centralization to the benign scatteration of Mr. Wright's suburbia. Then, we might see a new day for both the working and living environment of our people.

But it must be done in total, we think. And until that is possible, the *Illinois* is a frightening thing to contemplate. In any city we have ever visited its construction would cap confusion with catastrophe.

This Year It's Clearwater---



Already underway are plans for making the FAA's 43rd Annual Convention a magnificent climax to Florida's year-through observance of the AIA's Centennial Anniversary . . . Site is Clearwater, gem of the sun-coast on the beautiful Gulf of Mexico. Headquarters is the Fort Harrison Hotel, with every facility at your command . . . And the dates are November 7, 8 and 9 . . . Plan now to attend — and bring the whole Chapter with you . . . !

43rd ANNUAL FAA CONVENTION

NOVEMBER 7, 8, 9, 1957 — FORT HARRISON HOTEL, CLEARWATER